

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raeger	About SATURDAY, 16th Oct.
KUAT and SANDAKA	"BORNEO" Capt. F. Sembill	Middle of October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. G. Dowers	WEDNESDAY, 20th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raeger	FRIDAY, 5th Nov., Daylight.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
MARSEILLES, VIA PORTS	OCEANIC	Sellier	19th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSEILLES, VIA PORTS	SYDNEY	Gosta	26th Oct., at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £29.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th October, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

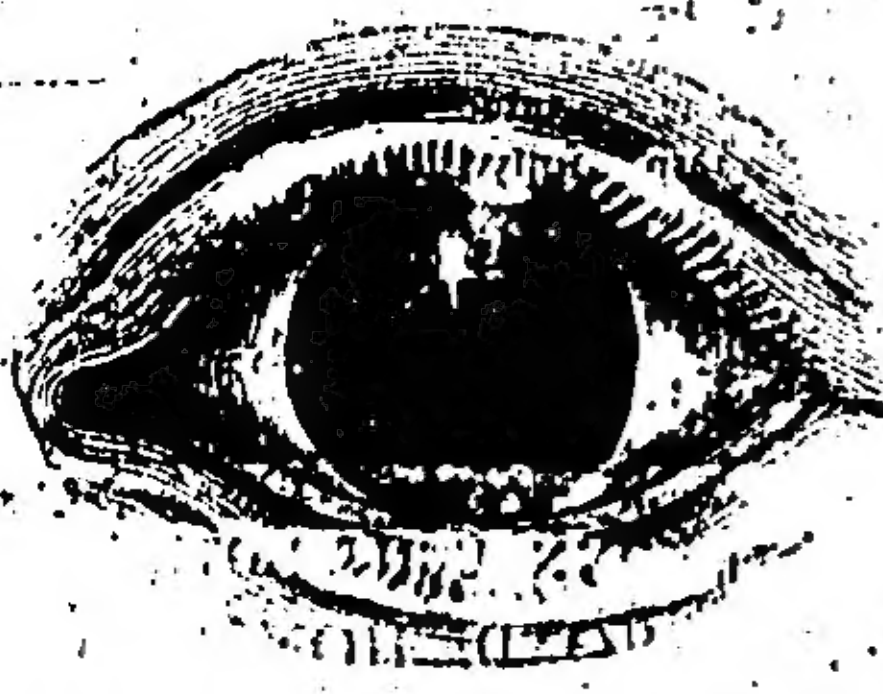
The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON.

CALCUTTA.

SHANGHAI.

1, John Street, Bedford Row, W.C.

19, Bechook Street.

55, Nanjing Road.

Hongkong, 4th Nov. 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length.....515 ft.
Width of Entrance... 80 "
Water on Blocks..... 28 "

No. 2 DOCK.

Docking Length.....376 ft.
Width of Entrance... 50 "
Water on Blocks..... 26 "

No. 3 DOCK.

(IN COURSE OF CONSTRUCTION)
Docking Length.....481 ft.
Width of Entrance... 63 "
Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works, for mooring vessels whilst under repairs.

Telephone: Nos 878, 508, or 681.

Telegrams, "Dock, Yokohama," Ordes A. B. O. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERSSOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
P. & O. SPECIAL LIQUOR SMOOTH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 9th March, 1909.

OSMAN & CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE-LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application,
Coast Port Orders carefully
executed
Hongkong, 6th September, 1909.D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS.
No. 60, QUEEN'S ROAD, CENTRAL.PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attained by any other, as their composition is
only known to me. In tattooing delicate work
has the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.
The copying of Portraits with distinct
mistakes a speciality.

Hongkong, 10th September, 1908.

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL,
Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31,
WYNDHAM STREET.Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909.

TO LET.

158, PRAYA EAST.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 22nd September, 1909.

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each
containing Eight Rooms with Back
Yards and Servants' Quarters on Shamshien Lot
55 now in the occupation of the Mitsui Bussan
Kaisha.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Vieux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.).
Apply to—
THE COMPTROLLER DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON
& Co., Ltd.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 1, CONNAUGHT ROAD,
3rd Floor.
No. 1 CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-WAI-CHONG ROAD.
A HOUSE in RYTON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 159, DES VUEX
ROAD next to the Hongkong Hotel.
FLATS in MOOREN TERRACE.
No. 10, DES VUEX ROAD CENTRAL,
1st Floor.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 1A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 10th June, 1909.

CHINESE RAILWAYS.

QUESTION IN THE HOUSE.

In the House of Commons on September 15
Mr. Ginnell (Westmeath, N. Nat.) asked the
Secretary for Foreign Affairs whether he would
state the annual loss and the total loss to date
sustained by the Chinese Government on the
bonds, maintenance, and expenses of the work-
ing under a British staff of the railway con-
structed by the Pekin Syndicate, for which the
Chinese Government had been forced to accept
responsibility, seeing that the Chinese conten-
tion that this railway could never pay had been
proved by experience to be correct; and in
view of the hardship of raising taxes from the
Chinese people for those purposes from which
no return was expected, whether his Majesty's
Government intended to have the bonds and
agreements in this matter set aside for *malu
fidei*; and if not whether the assistance of this
Government would still be given to the syndi-
cate in enforcing its terms against China.Mr. Mackinnon Wood (Glasgow, St. Rollox),
who replied, said: This railway, which was
only made for the transport of the syndicate's
coal from their mines, was taken over by the
Chinese Government in 1905. I am, of course,
not in a position to furnish the figures desired.
The imputations in the question, which appear
to be offensive, are without foundation.Mr. Ginnell: Is the right hon. gentleman in
a position to say how much of the working
expenses of this line are paid annually by the
Chinese in addition to the £35,000 interest on
the bonds?Mr. McKinnon Wood: Certainly not. The
Chinese Government made an arrangement
with a syndicate to which his Majesty's Gov-
ernment is not a party.Mr. Ginnell asked what was the total amount
of loss sustained by the Chinese Government
on the Shanghai-Nanking Railway since its
opening for traffic; whether this had been paid
out of taxes imposed upon the Chinese people;
whether control of the administration and work-
ing was still retained in British hands; and
upon what grounds his Majesty's Government
assisted in imposing this burden upon China.Mr. McKinnon Wood:—I am unable to state
the amount of loss, if any, sustained by the Chi-
nese Government on this railway since its
opening for traffic in March, 1908. The
system of control established by the Loan
Agreement in the form of a Board of
Commissioners (Chinese and British) was sus-
pended shortly afterwards by mutual consent,
and its powers were delegated to its Chinese
chairman. He, as managing director, was
henceforth responsible for the working of the
railway. The suggestion contained in the last
sentence of the question has no justification.Mr. Ginnell:—Is it not a fact that this Chi-
nese managing director is in a minority of one
against four on the board?Mr. McKinnon Wood asked for notice of the
question.Mr. Ginnell asked whether the hon. gentle-
man was aware that concessions for the making
of railways in China had been obtained by
financial pressure, bribery, and other im-
proper methods, and British diplomatic pres-
sure afterwards successfully invoked to en-
force the terms of such concessions; and
whether, in order to revive Chinese confidence
in British enterprise, it was proposed in future
to make an independent investigation and a
favourable report, a condition precedent to as-
sisting in the enforcement of the terms of any
project for a railway in China?Mr. McKinnon Wood:—No, sir, I am not
aware that British concessions for railways in
China have ever been obtained by the methods
indicated by the hon. member. Nor has diplo-
matic pressure been applied in respect of such
concessions, except in cases where the Chinese
authorities have manifestly failed to comply
with the terms to which they had voluntarily
agreed.

CANTON-KOWLOON RAILWAY.

Mr. Ginnell asked whether his Majesty's
Government had any report from an inde-
pendent source that the railway from Canton
to the Kowloon territory, could ever repay
the principal or pay interest on the outlay on
its construction and its working expenses;
whether the hon. gentleman was aware of the
contention of the Chinese Government that
this railway, forced upon them by speculating
adventurers without any authentic Chinese
approval, could never meet those liabilities,
and that they could be paid only by taxes im-
posed upon the Chinese people; and whether
independent evidence in support of this view
was available to his Majesty's Government?Mr. McKinnon Wood:—We have received
no such report. At present the construction
has been little more than begun, and time only
can prove what the financial results will be.
I have not heard before of the suggestion
made by the hon. member that the Chinese
Government contends that the railway can
never meet its liabilities. I have no reason to
suppose that it represents the views of that
Government. The agreement for the construction
of the railway in question was signed and
ratified by Imperial edict at Peking in the
spring of 1907.Mr. Ginnell asked whether, in the interest of
China and of legitimate foreign enterprise in
that country, his Majesty's Government would
require the Pekin Syndicate and the persons
controlling and profiting by the Shanghai-
Nanking and the Canton-Kowloon Railways
to make restitution to China out of the proceeds
of their respective projects; and, if not, whether
the support of his Majesty's Government was
to continue available for forcing foreign loans
upon China for unremunerative purposes.Mr. McKinnon Wood:—The hon. member
appears to be under some misapprehension.
The Shanghai-Nanking and Canton-Kowloon
lines are both Chinese Government railways,
though constructed by means of loans raised in
this country, and any profit or loss arising out
of their working would accrue to or be defrayed
by China. I would add that his Majesty's
Government have never forced foreign loans
upon China for unremunerative purposes, nor
is there any intention of doing so.Mr. Rees:—Is there any reason to suppose
that British concessionaires have received more
assistance from their Government than con-
cessionaires of other countries have received from
theirs?

Mr. McKinnon Wood:—Certainly not.

WATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.Black Signal. Indicate that the centre is
believed to be less than 300 miles away from
the Colony.The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:—THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.A Black Cone will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.I. Three Lights Vertical, Green Green Green,
Indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.II. Three Lights Vertical, Green Red Green,
Indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.III. Three Lights Vertical, Red Green Red,
Indicates that the wind may be expected to
increase to full typhoon force at any moment.No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being first
published by night.These Night Signals will be substituted the
Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour.

Cap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression
somewhere in the China Sea, and that a Storm
Warning is hoisted in the Harbour.Further details can always be given to Ocean
Vessels, on demand, by signal from the Light-
houses.F. G. FUSE,
Director.

10-11-1909

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 11, 1909.

SNOWED UNDER.

It is noteworthy that one of the chief results directly flowing from the consideration given to the Budget speech delivered by His Excellency the Governor is the obscurity to which several new and important measures which were introduced at the same meeting of the Legislative Council, have been relegated. At any other time it is practically certain that each and all of the new Bills would have attracted a larger amount of public interest than has yet been evoked by them, for almost every one of the Bills deals with questions which are of undeniable importance to the Colony and which may, indeed, lead to considerable discussion, if not litigation, in the future. Although the Liquors Ordinance is scarcely a month old, the law officers of the Colony have already found it necessary to introduce a Bill which has for its purpose the amendment of the Ordinance in some vital respects. It has been the aim of the Government, as we have been over and over again assured, to bring the Liquors Ordinance into operation with as little derangement of the existing conditions in the liquor trade as possible. And, for that reason, it was specifically declared that the stocks held by licensees prior to the passing of the Ordinance would be regarded as non-existent so far as their liability to the payment of duty was concerned. The still more important question of imposing duties on liquors supplied by the wholesale firms under contracts signed before the passing of the new Ordinance was left out of account, and as it did not appear from the terms of the original Bill that the Government contemplated the idea of making the provisions retrospective merchants and their representatives were content to assume that these contracts would not come within the terms of the law. Such an assumption was wholly without foundation, although no doubt it might be possible to construct some sort of analogy between the non-imposition of duties on liquors held in stock prior to the operation of the Ordinance, and the non-payment of taxes on liquors contracted for, that is to say bought but not supplied, before the 17th September when the Ordinance came into force. It seems, however, that the Government had no intention of waiving its undoubted right to collect duties on the goods supplied under such circumstances. In other words, the law became retrospective in its action in the case of

dutiable goods which had been ordered by contract the moment it received the assent of the Governor. Curiously enough, the Ordinance as it passed the Legislative Council made no reference to the difficulties which are practically bound to crop up over the retroactive character of the law in respect of contracts. At the same time it is strange that the law officers responsible for safeguarding the interests of the Government failed to incorporate in the Ordinance the provisions necessary to prevent confusion in the minds of those who are immediately affected by the new law. It is all the more astonishing that they should have been guilty of such negligence when it is remembered that they were merely recasting the law of England to suit the requirements of Hongkong. Clever and omniscient though the Attorney-General's staff may be, we do not suppose that they framed the Liquor Ordinance without the guidance supplied by the English Act, and we take it that the latter did not fail to take into consideration the importance of dealing with contracts concluded before the Act became an operative force. We are not intent on searching for reasons or causes that led to this lapse, which has compelled the Government to bring in an amending Bill to remedy the defect, for if we were we should be compelled to arrive at conclusions not altogether favourable to the strategic skill of the Government. But we cannot get away from the thought that the "accident" was an exceedingly unfortunate one. Those who are connected with what is known as "the trade" will have already panned and assimilated the new sections which it is proposed to add to the Ordinance, the sum total of the amendments being that any extra charges in the way of duties, storage in the King's warehouse or other licensed godowns are made payable by the purchaser over and above the amount agreed upon when the contract for delivery was originally signed. The rule also holds good that in the event of the repeal of the duties or in the case of their being decreased the purchaser shall be permitted to deduct so much money from the contract price as will be equivalent to such decreased or repealed duty, and what is more important "he shall not be liable to pay or be sued for or in respect of such deduction". Another of the Bills which were read a first time was one referring to the intricate subject of trade marks, a subject which is of perennial interest to merchants in Hongkong as well as in the Far East as a whole. The Attorney-General has explained in a memorandum that the law and practice relating to trade marks in the Colony is not consistent with the law and practice of the United Kingdom as embodied in the 1905 Act. It is now proposed to remedy that condition of things and certain alterations are made in the Ordinance by the amending Bill just introduced. Chief among the new sections are one which empowers the Registrar to refuse to register a mark which conflicts with one already registered in any part of the British Dominions from which the goods covered by the mark originate; and another giving the Court power to remove a mark from the register "upon proof that the mark conflicts with a mark which was registered in any part of the British Dominions from which the goods covered by the marks originate before the registration of the first mentioned mark in Hongkong." The veriest tyro in matters connected with the registration of trade marks can see what a fruitful source of income this law may be to the legal profession. The Act, however, has proved satisfactory in the United Kingdom for the last four years, and there is no reason to believe that it will be other than workable in Hongkong. Two new Bills, which without much difficulty might be classed as a single measure, have reference to the recreation grounds in the Colony. The first provides for the reservation of certain lands in Victoria, the Peak District and Kowloon as recreation grounds; while the second which is to be known as the "Public Places Regulation Ordinance 1870, Amendment Bill," gives the Governor power to close the recreation grounds for any period not exceeding seven consecutive days "for the purposes of exhibitions, lectures, concerts, athletic contests, amateur performances, bazaars or sales of work or for any other purposes of a scientific, educational, charitable or social nature, and to authorise any society, club, committee, corporation, persons or person to grant admission to the building, garden or place or portion thereof so closed or enclosed by ticket or otherwise on payment of such sum of money as the Governor may approve or without payment, and any monies received for such admission may be applied for such purposes as the Governor may approve." With regard to the first Bill, power is granted the Governor to re-appropriate the land if it is considered in the interest of the Imperial Government or the Government of the Colony to do so. Now we should like to ask—What is the meaning of that proviso? We cannot believe it was put into the Bill simply to fill out the measure. Perhaps it may have some reference to those recreation grounds with the grandiose titles, the Blake Gardens or West-end Park. At all events, we feel confident that we are echoing the views of the Government when we say that

those who enjoy the Peak Gardens need have no misgivings lest their little plot of land be re-appropriated. But what are we to say about the second Bill which converts the recreation grounds belonging to the public ratepayers into money-making concerns which can be exploited by any gang of individuals who choose to form themselves into a society, club, committee or corporation or even to come forward on their own hook in order to get what the Cockney irreverently calls "a little bit off the top"? If you are *persona grata* with the Government or any official who has some influence at headquarters it is possible for you to bar the gates of the public recreation grounds for a week at a time, and also compel the very people who are responsible for the upkeep of the grounds to pay through the nose for the privilege of walking over their own turf. That is, to say the least, a very profitable business. And the Governor is to approve how the money taken from the legal owners of the recreation grounds shall be applied. Well, in our young and salad days, we believed that when a theatrical performance was given in aid of a charity, let us say, all or great part of the takings went to the charity. Now that we are older and wiser we know a few of the multifarious meanings which may be applied to the word "expenses." We wonder what proportion of the fees for admission dragged out of the evicted landowners, the *hqi-polloi*, will come under the cognizance of the Governor? The object of the Bill entitled an Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, is to provide for the "inspection of steam boilers and 'prima movers' with the view to safeguard persons employed in and about buildings where such machinery is used. We should have thought that the necessity for such a Bill had 'appealed' to the Government long ago. How the Colony has escaped from disasters through the explosion of defective boilers worked to the full extent of their indicated power we cannot imagine, except on the supposition that fools and weans are the especial care of a merciful providence. Other Bills which have passed the preliminary stage are one amending the Widows' and Orphans' Pension Ordinance—one is inclined to wonder if we shall ever get away from that classic "appropriation"—and one in the interests of women and girls. It will be recognised, we think, that we did not err when we suggested that had it not been for the all-powerful claims of the Budget and the character of the Estimates these new Bills at which we have glanced would have provided an abundance of food for thought. But they were snowed under the Budget and all its side-issues. It may be that they will emerge to the surface when the days of financial controversy have flitted past, but we doubt it, unless of course the liquor merchants and the publicans decide to have another fling at their grievances.

LOCAL AND GENERAL.

NORMAL cable communication with Formosa is restored.

THE German mail of the 9th September was delivered in London on the 8th inst.

A JAPANESE was at the Magistrate's this morning fined \$5 for shooting a wild bird without a permit.

A COOLIE was fined \$20 in the Police Court this morning for keeping an eating-house without a licence.

NINETEEN men were fined \$4 each in the Police Court this morning for gambling on board the s.s. *Tai On*.

ACCORDING to the newspapers in Lisbon, it is possible that the demarcation of the frontier between China and the Portuguese Colony of Macao will be submitted to arbitration.

LO SIYUN, who was extradited to Canton from Hongkong a short time ago, has been found guilty of armed robbery. He was on Friday taken out from the Pan Yu prison to the execution ground and beheaded.

WE are requested to state that, owing to the unsettled condition of the weather, the small "At Home" at Mountain Lodge for which invitations have been issued for tomorrow, has been postponed until Thursday, 14th inst.

MESSRS. Guthrie and Co., agents for Kamungha (Perak) Rubber and Tin Co., Ltd., have received notification that the results for last month were: rubber (dry) 4,500 lbs; net revenue \$6,400. The figures for the preceding month were 5,000 lbs. and \$2,400, respectively.

HIS Honour Mr. E. Lindsay Smith (H. J. M.'s Assistant Judge at Shanghai), Mr. J. W. Wilkinson, Crown Advocate, and Mr. J. C. Douglas, arrived by the French mail *Oceanic* this morning, on their way to Canton for the trial of Mr. W. Butler Wright.

THE Viceroy in Canton has confidentially telegraphed to the Grand Council, reporting great agitation in that province over the Macao Boundary question. The Council replied by ordering him to take necessary precautions against possible disturbances.

AT the offices of the Public Works Department this afternoon Shaukwai L. L. No. 418 was put up for sale by public auction and bought by Messrs. On Kam Wa and Li Yan Chue for \$4,500, that is \$10 above the upset price. The lot contains 4,500 square feet and the annual Crown rent is \$44.

Canton Opium Monopoly.

SUGGESTED ABOLITION.

PROPOSED RAISING OF PRICE OF THE DRUG.

[From Our Own Correspondent.]

Canton, 9th October.
The Canton Anti-Opium Association has submitted a suggestion to H. E. Viceroy Yuan to the effect that the Canton Prepared Opium Monopoly, now granted to the K'ing Shung Tong Company, should be abolished and that the price on prepared opium should be simultaneously raised in order that speedier progress might be effected in the suppression of the habit of opium smoking. H. E. Yuan considers the suggestion a wise one and is evincing every disposition to accede to it, but there are certain financial difficulties to be overcome, before it can be given effect to, so H. E. Yuan has given instructions to the Canton Government Anti-Opium Bureau and the Board of Reorganisation to hold a commission of inquiry into the question and to report thereon.

REFUGEE AT HONAM.

A branch refuge of the Canton Anti-Opium Association has been established at Honam and was formally opened yesterday, where opium smokers who desire to get rid of their habit will be admitted for medical treatment free of charge.

THE HONGKONG UNIVERSITY.

HANDSOME CHINESE DONATION.

We are informed that Mr. Cheung Pat Sze, a prominent resident of Canton, has forwarded to H. E. the Governor towards the University endowment fund the handsome sum of \$100,000, which he has succeeded in collecting from residents in the Canton district.

MACAO HARBOUR WORKS.

SHANGHAI DOCKS SECURE CONTRACT.

The N. C. D. News learns that the Shanghai Dock and Engineering Co., Ltd., has been favoured with instructions by the Governor of Macao to build four steel self-discharging hopper barges with all necessary derrick lifting and lowering gear. The first two barges are to be delivered in Hongkong Harbour within three months from date of order and the remaining two six weeks later.

HARMSTON'S CIRCUS.

LAST NIGHT'S SPECIAL PERFORMANCE.

There was a well-filled house at the special performance given by Harmston's Circus last night. Several new acts were introduced during the course of the evening, one and all of which were thoroughly appreciated. One of the features of the evening was the performance of the pony "Mascol," who galloped for the space of a few minutes on a fast-revolving table with perfect ease. With regard to this item, a prize is intended to be offered to the person who can stand on the revolving board for the longest time, full particulars of which will be duly published. The graceful performance of Miss Nellie and W. Harmston-Love on bareback horses was very enthusiastically received while the triple-jockey act by the three Harmstons was equally good. Rudist, the "Tramp Cyclist," made an imaginary cross-country circuit under decidedly difficult conditions and during his journey, discarded about a dozen collars and left the stage with as many more to spare. The other new tours were all good and do not require any detailed description. An entire change of programme will be introduced from to-night.

A DEAL THAT WENT WRONG.

ALLEGED CHARGE OF FALSE PRETENCES AGAINST BROKER.

A peculiar case was heard at the Magistracy this morning, when Yeung Sau Shan alias Yung Yu, alias Liang-Chung-Ting, a broker of Queen's Road Central, was charged with: (1) obtaining on the 13th April, 1909, from Ng Hing under false pretences the sum of \$140.50 (gold); (2) obtaining on the 13th April, 1909, \$500 (Hongkong currency) under false pretences; and (3) on the 9th July, 1909, obtaining under false pretences the sum of Tael 412. It appears that an arrangement was concluded some time ago between the complainant, said to be a Chinese military officer, and the broker, whereby the latter consented to act as a go-between to procure for the complainant a concubine, for which purpose defendant was given on divers dates sums aggregating to about \$1,500. Somehow or other, the deal fell through; hence the action. Mr. E. Hinds appeared for the complainant, which Mr. Leo d'Almada (of Messrs. Goldring, Barlow and Morrell) defended. The case was adjourned.

A FURTHER Marconigram has reached Yokohama from the *Empress of India*, to the effect that the steamer was, at 11 p.m., 9th October, 1,500 miles distant from Japan. This is well on towards half the distance between land and land and the probability is that as soon as she gets out of range of Japan she will be within wireless reach of the station on the Canadian side.

At the Summary Court, this morning, the Puisne Judge (Mr. Justice Gompertz) presiding, an Indian named Mugal Singh and Mr. J. H. Pidgeon for \$50 due under a promissory note dated the 21st August, 1903. Mr. Leo d'Almada (of Messrs. Goldring, Barlow and Morrell) represented the defendant. The plaintiff appeared in person. It was stated on behalf of the defendant that bankruptcy proceedings had recently been taken and defendant could not obtain work for a considerable time, but lately, however, he had secured employment at a salary of \$60 a month, out of which he had to pay \$50 for board and lodging. A way of execution was granted for a month.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

LIFE ABOARD TRAMP STEAMERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—Apart from mail-boats and regular traders the "tramp" steamers (vessels that trade to any port where a freight offers) and sailing-ships of this country, form approximately over eighty per cent of the whole of the Mercantile Marine. The conditions of an Officer's life on board these vessels are ably detailed by the enclosed copy of a letter recently received from a member of the Imperial Merchant Service Guild, the largest association of certificated British Captains and Officers in the world.

As a warning to parents and others who intend sending boys to follow a seafaring career as a profession I should be glad if you would find space in the columns of your valuable paper for this letter. By so doing, you will confer a great benefit on the public at large, the majority of whom are quite ignorant of the conditions that exist in the Merchant Service as far as Officers are concerned.

The enclosed is but a sample of hundreds of letters of a similar nature which have been received by us from time to time.

Yours faithfully,

T. W. MOORE,

Secretary.

The Imperial Merchant Service Guild.

Liverpool, 8th September, 1909.

To the Secretary,

Imperial Merchant Service Guild.
Dear Sir,—I shall feel much obliged if you can spare me a small space in the Guild Gazette to make a few statements which I think might prove of interest to some of the members of our cloth.

With reference to the alleged shortage of Officers recently discussed among shipowners and officers, etc., I believe the general opinion as to the cause of this "shortage" was, that there are not the number of boys taking up the sea as a profession as in former days, and the reason of this is due to the fact that there is not sufficient inducement to justify a boy in following the sea. Being myself one of the many that "go down to the sea in ships," I should like to point out one or two reasons why there is not the necessary inducement. At present I hold a First Mate's certificate and up to quite recently was engaged as Second Mate of a tramp steamer owned by a well-known London shipowner, and as this was my first experience of a tramp as an officer, I must admit that the method of working considerably surprised me, and as I imagine there are hundreds of officers who do not realize what sort of a life the Mate or Mate of this class of ship has to put up with, I hope these few facts will benefit those gentlemen and, should any of them ever consider going in a tramp, make them think twice before finally deciding.

I joined the ship in Hamburg and found that there were only just the two officers. We went round to the Bristol Channel in ballast and on the passage round I found I was expected to be a sort of "general handy man" but having a new crew (and a Hamburg one at that), I concluded it was just until things got into a regular swing and so said nothing; however, after leaving our loading port and having got away to sea, I was informed I was neither required nor expected to have anything to do with the Navigation of the ship; all sights, azimuths and bearings were taken by the Master (a young man and not a Guild Member) and kept by him; the chart was certainly on the table in the chart-room, which leads out of the Master's cabin, consequently we were not by any means encouraged to look at the chart. When at sea, the Master would read the Chronometers, and when in port, and the Master was not on board, the Steward would read them and just before leaving port it was not the Mate or Second Mate who got the necessary charts, rulers, dividers, etc., out and screwed the Chronometers in their places, but the Steward. When at sea, I was expected during my watch on deck to always be doing something, either sewing canvas, mending flags or looking around after the Boat and the watch, but never by any chance, excepting Sundays, keeping my watch on the bridge as a watch should be kept. Among other duties that the Second Mate was supposed to perform he was to be responsible for the wheel-house being kept clean, scrub it out and polish the brass in it, and on the homeward passage the whole of the upper and lower bridges, including two boats, was painted solely by the Master and Second Mate. As to who would be held responsible if any accident happened during my watch and I was not on the bridge, nobody seemed to consider that point, but I presume it would fall to my lot. One more item I should like to mention, on the passage down from our discharging port to Buenos Ayres, a run of ten days, there was a quantity of coal (less than 100 tons) to be taken up out of No. 3 hatch and put on deck, the Mate and myself were asked either to turn to and work coal with the crew or else take four hours' wheel and let the men go from the wheel and work, the Master of the Ship himself shovelling all the time. I might mention this was quite unnecessary as it was face weather and there were the Carpenter, Boatun, three sailors and one fireman, six men at work the whole time, and the fact of the Master and Officers doing that sort of work does not tend to improve discipline amongst the men.

As regards the accommodation, etc., there certainly was not much to complain of, excepting the fact that we two mates (who were of course on two watches, which fact alone is enough to turn most men away from the ship) had nobody to look after our rooms properly; the Engineers of course had their boy to keep their rooms tidy and clean, but the Mates were evidently not supposed to want their done, the Steward (a really excellent man, but being rapidly sp. It by being made the Captain's confidant) washed the floors of our rooms once a week but finished at that, and was not backward in reminding us of the fact that it was not actually part of his work and he only did it as

a kind of favour; as for getting our brass cleaned or beds made, that was quite out of the question (the Company made us supply our own bed and bedding). Our washing basins were filled at 7.30 a.m. but should we require any more water during the day, we had to fetch it ourselves or go without.

In the face of these facts, can it be wondered at that boys do not care to go to sea, or that parents do not care to send their boys to sea? because if a parent has to pay a premium of anything from £30 upwards, besides buying an expensive outfit and keeping the boy in pocket-money for the four years he is serving his time and has the expense of fees, etc., for his examination for second Mate when his time is finished, with the idea of his son becoming an officer, and then for the son to come to this sort of thing at a nominal salary of £7 to £10, or £8 per month, then he had far better keep his son ashore and put him in an office or apprentice him to a good trade, for as long as Masters of vessels insist on routes of this description, being carried out on board the ships they command, then the conditions of things for officers will never improve.

Perhaps some people reading these remarks will say: "Oh! he is one of those men who want to be pampered and is afraid of a little manual labour," to which reply: "Neither do I wish to be pampered, nor am I afraid of manual labour when it is necessary, for I happen to be one of those individuals who, as the saying goes, 'has come up through the hawse-pipe,' a fact of which I do not think I need be ashamed." But what I do maintain is that when men have worked their way up and duly qualified to hold the position of an Officer then let them be treated as an Officer, and not as a sort of "glorified-boatwain-relieving-the-bridge-formals" sort of thing. For one must admit that it is decidedly hard lines to have to stand by and see part of the work which is generally recognised as part of the Second Officer's duty, and for which he has to pass an exam, being entrusted to the Steward.

Now I think these few items will come as a surprise to at any rate a few of the members of our cloth whose life is spent in Mail boats and regular Lines, and when they have read them they will be inclined to agree with me that it is not to be wondered at that boys of the present day do not consider there is sufficient inducement offered for them to go to sea.

Apologising for occupying so much of your valuable space.—Yours, etc.,

"MATE."

A SHIPMASTER'S CLAIM.

ACTION FOR ALLEGED WRONGFUL DISMISSAL.

In the Summary Court, this morning, before Mr. Justice Gompertz (Puisne Judge) Capt. W. Cooper, late master of the s.s. *Tak Hing* brought an action against the Sze Yap Steamship Company of No. 29, Connaught Road West, to recover the sum of \$858.33, damages for alleged wrongful dismissal. The amount was made up as follows:—Amount of wages from the 19th September, 1909, to 20th October, 1909—\$1,333.33; three months' wages in lieu of notice—\$525.

Mr. M. Reader Harris (of Messrs. Wilkinson and Gries) appeared for the plaintiff. Mr. P. Sydenham Dixon (from Mr. R. A. Harding's office) represented the defendant company.

Mr. Harris asked for leave to amend the claim. Plaintiff was not paid for the time he actually worked—from and September to 19th September, 1909. The additional claim was \$140.50, which made the whole amount \$5,000. It was stated for the plaintiff that the action was brought for the recovery of damages for wrongful dismissal. Plaintiff was engaged on the 1st December last on the terms that he was to be the master of the s.s. *Tak Hing* at a salary of \$225 a month for the first six months and \$250 a month for the second six months. There was a confirmation in writing on the 2nd December. No mention was made in the agreement as to the period for which he was to serve and the right of dismissal.

The Puisne Judge—Mr. J. J. had a number of these cases?

Mr. Harris replied that there was no definite mention made in the agreement about the time plaintiff was to serve on the *Tak Hing* but there was no doubt that it was for a period of one year. In a former case of a similar nature, Mr. Justice Wise laid down a definite ruling of three months.

Continuing, Mr. Harris stated that plaintiff served for six months, at the end of which period his salary was increased according to the agreement. On the 19th September, 1909, plaintiff received a letter from the manager of the defendant company, to the effect that his services were no longer required, with instructions to hand over the ship's registers to Mr. William Bishop, who was appointed to the *Tak Hing*.

Plaintiff was called into the box, where he gave lengthy evidence.

Mr. Munsey, Chief Officer of the s.s. *Shiu On*, also gave evidence.

Mr. Iem Kai, Managing Director of the Sze Yap Steamship Company, then went into the witness-box.

Mr. Harris—Isn't it a fact that you offered to re-instate Captain Cooper in the ship last week? Witness—No. Did you offer on any terms?—No. Did you ever authorise Captain Cooper to enter into articles with the crew till January next?—No.

Captain Cameron, master of the s.s. *Shun Lee*, of the Sze Yap Steamship Company, stated that on a certain Sunday, the *Shun Lee* was moored on the side of the wharf and the *Tak Hing* on the other. Witness, in company with the Chief Officer, was pacing the deck, when they saw Captain Cooper waving his hands about in an excited manner. The Chief Officer went to the after-part of the bridge and witness proceeded to the fore-part. Captain Cooper exclaimed "There he is!" and called out to witness "Come on board the *Tak Hing* and I'll knock the b— head out of you!" He was at the time entertaining some friends on the bridge, who rose and seemed to urge him on. At about 5.30 p.m., the manager of the defendant company went on board the *Tak Hing* and shortly afterwards proceeded on board the *Shun Lee*, when he made inquiries as to Captain Cooper. Further evidence having been called, the case was adjourned.

THE BOILER WRIGHT CASE.

PROCEEDINGS AT SHANGHAI.

At H. M. Supreme Court, Shanghai, on the 4th inst., before Sir Havilland de Saumarez, Judge, in the case Rex v. William Butler Wright, Mr. J. C. E. Douglas, counsel for defendant, applied to His Lordship to change the venue of the trial from Canton to Shanghai.

The Crown Advocate, Mr. H. P. Wilkinson was present in Court.

Mr. Douglas, who returned to Shanghai by the P. & O. S. *Himalaya*, said that he had just arrived from Canton and he had brought with him the following affidavit made by the accused, in support of the application:—

I William Butler Wright of Shamesen, Canton, in the Empire of China, make oath and say as follows:—

1—I have been committed for trial upon four several charges of larceny of sums of \$21,536, \$13,000, \$5,000 and \$4,000, money of and belonging to His Imperial Majesty the Emperor of China.

2—Upon learning the case for the prosecution it appeared that the Managing Director of the Canton-Kowloon Railway, the representative of the Emperor of China in this matter, in no way consented to the institution of this prosecution, but that the same was instituted upon the personal initiative of one Frank Gröve, Chief-Engineer and a fellow employee with me of the railway.

3—I have been arrested on these charges without notice and without being given any opportunity to offer any explanation of matters in account and I believe that in the institution of this prosecution as well as in its conduct a certain amount of animus and personal feeling towards me has played no inconsiderable part. This personal feeling against me extends throughout the whole of the Shamesen where I have many enemies and absolutely no friends. In proof of this I may state that though I have resided there for 24 months, have been a member of all the Clubs, taken a prominent part in the life of the place and done kindnesses to many, I have found on my arrest no persons to come to ward and give the necessary security to enable me to be released from custody.

4—The matter of my arrest and charge has been fully discussed in all the Clubs and halls of the place and although the public, which is very small and limited, to about one hundred persons, have not yet been told my side of the story, they all seem to be fully convinced that I am guilty.

5—In consequence of the above fact and in view of all circumstances of the case I conscientiously believe that it will not be possible for me to obtain fair and impartial trial before a jury of my fellow countrymen in Canton.

Mr. Douglas added that it was well-known to some of the railway people that Mr. Wright was leaving as early as August 31, and it was well-known to the Chief-Engineer two days before Mr. Wright left that he was leaving by *Tsuyu Maru* and that his passage was booked to Shanghai. The whole of the case had been put through with considerable haste, and that there was considerable feeling in connection with the matter was shown by the newspaper reports. In the *N. C. N. News* of September 6, there was the following telegram:—

"CANTON-KOWLOON RAILWAY."

ALLEGED DISAPPEARANCE OF AN ACCOUNTANT.

Hongkong, Sept. 5.
It has been reported to the police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon railway, has disappeared.—Our Own Correspondent.

That, commented Mr. Douglas, was one of the many rumours which were prevalent at the time.

His Lordship—I shall have to have something stronger than that. That is a telegram to Shanghai and it cannot prejudice a trial in Canton.

Mr. Douglas—The local (Hongkong) papers have headed their articles about this case—"The Railway Sensation," and such like. The chief basis of my application is the peculiar conditions prevailing in Canton. There is a very small jury list indeed, and of the eight witnesses called, seven are resident in Shamesen. That reduces the list, and in addition everyone in the railway offices would be excluded and in the International Bank, and possibly the Hongkong and Shanghai Bank.

His Lordship said that the Consul at Canton, in a dispatch to the Court, considered that about fifteen gentlemen would be available to serve on the jury who could be considered independent and able to form a proper judgment on the case.

Mr. Douglas pointed out that each party had three peremptory challenges.

His Lordship replied that if a jury could not be found the Court would, if necessary, sit with Assessors.

Mr. Douglas then dealt with the question of convenience.

His Lordship said that inconvenience to the Court or Crown would not stand in the way if a miscarriage of justice was in any way probable. He was acquainted with the conditions prevailing in Canton and there might be some difficulty in obtaining a proper trial there. At the same time he would remind counsel of the Consul's statement that fifteen persons were available, who would, in his opinion, give the accused an absolutely fair hearing and decide on the merits of the case alone. With regard to the appearance of the witnesses the Consul seemed to think that the witness Wei Han could not attend here, and as regarded the railway he said the trial would cause great embarrassment to the administration, and that they would lose the services of the Chief Engineer and Acting Chief Accountant at a time when the audit was going on.

The Crown Advocate said that his chief objection to the case being tried in Shanghai was that it might be necessary to refer a great deal to the books of the railway and in that case they would require to have all the books and other necessary material brought up here. He preferred to put the accounts before the jury in a way in which he would understand and they would understand. Then there was the question of expense, and the Crown might not be

justified in paying the claims of all the witnesses who would have to come up here for trial. He thought that it was necessary that they should have Wei Han's evidence and he could not see why he should be allowed to go away. Mr. Wilkinson added that it was a question whether the Crown was justified in having all this expense by bringing witnesses to Shanghai and transporting books unless the private prosecutors were willing to pay something.

His Lordship—Is that a question I ought to consider?

Mr. Wilkinson referred to the practice, in civil cases.

His Lordship—Would it be in a criminal case?

Mr. Wilkinson—I think the Court should consider it. With regard to Wei Han I think his Government should not allow him to go away in the circumstances. As regards myself my only serious objection to the case being tried here is that I should like all the material for the question of account here at my hand, and the difficulty of explaining to a jury the whole of the case which has gone before. It is entirely for your Lordship to say whether the trial will be easier here or there.

His Lordship—Will you put it as high as this. Mr. Crown Advocate, you think it is your duty to oppose the case being tried here? I quite appreciate your reason that you would like everything in your hands before going into Court and you might not have it here. Is your feeling so strong as to oppose the trial here?

Mr. Wilkinson—It is my duty to place it before the Court for consideration.

His Lordship—Just so, but do you put it so strong as to press it?

Mr. Wilkinson—For that reason I would press it upon the Court.

His Lordship—Suppose there should be no delay. It seems to me if this were not pressed on, you would be able to get your papers and instructions for trial here. I have always felt, from the beginning of this case, that any hurry or haste would be most unfortunate and prejudicial to the proper administration of justice, which is of course a proper determination of the question before us—the innocence or guilt of the prisoner—and therefore I think it is most unfortunate that the principal Chinese witness in such a case as this should not be able to attend, and I think it really most essential that he should be here, and I think that the Chinese authorities should know that that is my view, as it is your view Mr. Wilkinson, and I think also the view of Mr. Douglas as representing the prisoner, is it not?

Mr. Douglas—Yes my lord.

His Lordship—I think the Chinese authorities should know that that is the view of all of us who are concerned in the administration of justice here, and that if in the face of that, his attendance cannot be secured, at all events we shall feel that everything so far as the administration of British justice is concerned that is committed to our hands, that any failure of justice which might occur owing to the absence of this witness we cannot hold ourselves responsible for it. That is my view and I shall take the first opportunity of calling the Chinese authorities' notice to that by communicating with His Majesty's Minister in Peking. Feeling as I do, I would ask you Mr. Douglas if I grant this change of venue, whether you press for the case to be heard at once?

Mr. Douglas—I want to point out that I must be prepared for that man to give evidence now and that he would not be available for the trial. I have in a measure to be prepared for his absence. I think it is desirable that we should not have to rely on the evidence taken in the lower Court, but he should be present at the trial.

His Lordship—I feel that strongly myself. I think I grant this I must of necessity allow time to the Crown Advocate to get further instructions.

Mr. Douglas—My client feels so strongly about the change of venue as to stay in custody an extra two weeks to enable it to be done.

His Lordship—I will not decide the question at once but I will telegraph to His Majesty's Minister at once, and I shall wait a further report from Canton, which I hope to get in answer to a telegram which I sent this morning, but possibly I may not get it in consequence of this dispatch which I spoke of having arrived since that telegram was sent. At all events on the chance of having some information I will adjourn this point until Wednesday morning. I have consulted with the Assistant Judge and my learned brother will be able to go down on Friday, if necessary, so that the case would be heard at as early a date after his arrival as will be convenient to the parties.

In reply to a remark by counsel his Lordship said that he had looked up the sailing list and he did not think they would care to go to Hongkong before Friday. If they counted up the days they would see that the trial might begin on the fourteenth of this month at Canton. The question of the change of venue could, however, come up on Wednesday morning at 10 o'clock.

6th October.
Mr. Douglas mentioned that he had obtained copies of the *Hongkong Daily Press* of September 6 and 7, which, he said, contained rather sensational accounts of the alleged defalcations. He then read extracts from the reports, which he characterized as "distorted accounts." Proceeding he said that the state of Mr. Butler Wright's departure from Hongkong, and the name of the steamer were known to Mr. Gröve. An account of the proceedings at Canton also appeared in the *South China Morning Post* of September 27 and 28. Both reports were headed "A Local Sensation."

His Lordship asked if the proceedings were correctly reported.

Mr. Douglas said yes; in fact they were rather well reported.

His Lordship then handed the copies of the *South China Morning Post* back to Mr. Douglas.

The Crown Advocate said that his learned friend relied on the question of local reports. Both the articles read had expressed surprise that a man who held the position Mr. Wright did should have been accused of having committed such an offence.

His Lordship—They seem to have gone further. They say he seems to have taken a step.

The Crown Advocate assented, and added that another unfortunate portion was the allusion to the ladies. The question of costs in regard to the change of venue, would have to be arranged. In support of his contention he cited Archibald, (13rd Edition, p. 166-78) R. v. Gilbey. He would ask that some provision for the costs incurred should be made, if his Lordship thought the case should be removed.

His Lordship—Whatever the result may be.

The Crown Advocate replied in the affirmative, and said that his statement was borne out by the remarks contained on the next page, which dealt with change of venue.

His Lordship asked what the extra costs would be.

The Crown Advocate replied that the chief costs would be the return fares of the witnesses to Shanghai, and maintaining them while here. He then read a cablegram which he had received. This read, "Butler Wright venue impracticable must take all witnesses Shanghai entailing great expense entirely displace work of head office of Railway some witnesses impossible leave ambulance prosecution."

Mr. Douglas asked who had signed the cablegram.

The Crown Advocate replied that it was signed and Mr. Douglas remarked, "Deacons, the real prosecutor."

The Crown Advocate said that he put the telegram before the Court in confirmation of his contention regarding the difficulties of getting the witnesses to Shanghai, and their expense. He did not want the prosecution to have any excuse at all.

His Lordship—That is what really weighs with me. Canton is only a small place as we know, people in the East live in a friendly and intimate way, and things are quite certain to have been discussed even by those who would wish to stand most aloof from them. Those same people have possibly discussed the question of whether they would have to serve on the jury. Even supposing you did get a jury who are quite independent—I mean, you may feel really in your own mind that they are independent and that the man may have a fair trial—the same time it is by no means improbable that they have unconsciously expressed an opinion, and there is always the chance of the trial being upset at great expense.

The Crown Advocate said that men had often commented on a case and then served on a jury, when they had done their duty.

His Lordship—Oh yes; I know that.

The Crown Advocate said that the most difficult witnesses to bring up would be the acting manager of the International Bank and the agent at Canton of the Hongkong and Shanghai Banking Corporation, Ltd.

His Lordship—I think this is a serious matter, and not a mere case to take lightly. Have you your depositions and could it be agreed to read them?

The Crown Advocate—I would want to see the entries.

His Lordship—The books will have to come.

Mr. Douglas handed up Mr. Kenny's deposition to His Lordship, who said that he could see that Mr. Kenny was a very important witness.

Mr. Douglas said that as regarded the expenses, if the Court had power to order the applicant to pay the expenses of the trial in the event of a conviction, he on behalf of the prisoner should have to insist on all costs being paid by the prosecutor in the event of an acquittal.

His Lordship—Have you any right for saying that?

Mr. Douglas thought that he had. He would like to know what the additional costs would be. He was prepared to submit that there would be no additional costs; in fact that the holding of the trial in Shanghai would be much cheaper than holding it in Canton. If the trial were held in Canton it would not be conducted by the Crown Advocate, so it would be necessary to pay for the services of another legal practitioner.

His Lordship—The Crown Advocate has not made any application to me in that connection. Mr. Douglas said that the greatest expense would be the cost of the witnesses, passages to and from Shanghai and their maintenance for three days. He submitted that witnesses in criminal cases were not entitled to payment.

His Lordship said—I have come to the conclusion that this application must be refused. I cannot say that I have done so without any doubt, because I feel that when a prisoner does put forward not only on his own view, but on his own views supported by the strong comments of the newspaper, that he is unlikely to have a fair trial. I must say that if I saw my way to do it, I should wish to stretch every point in his favour, and if possible, move the trial here. But in this particular case, of course, although these are Hongkong papers, they do circulate in Canton, but I cannot help thinking that the mere fact of the papers containing these remarks coming from outside Canton, would not influence the minds of people who have already probably heard both stories, and, therefore, I am disposed not to magnify unduly these comments, which I certainly think are unfortunate, and were they made within the jurisdiction of the Court going to try the case, would call for very strong comment. But they are not. They come from outside, and as I say, Canton, although very near Hongkong, considered these matters before the papers came and I do not think the minds of the people are likely to be affected by what these newspapers say. Then I have the extremely strong opinion of the Consul-General in answer first of all, on a report, and confirmed in answer to a telegram of my own—in his opinion a fair trial can be had. Therein he states that there are fifteen jurymen who can be obtained, and who, he is certain, would give an impartial hearing of the case. I am aware that the Crown is taking certain risks in asking for the prosecution to be held at Canton, because of that difficulty which there always must be, where the jury are very likely to have expressed opinion in a case. On the other hand, we have got a jury, as I say, whom the Consul considers an impartial one and he is very much better able to judge than I am, and from what I have heard to-day and from the depositions, I cannot but feel that the removal of this case to Shanghai would prejudice the prosecution in such a way as to make a fair trial almost impossible—I mean a full trial—because so many books would have to be brought; witnesses would have to be secured, and it is quite possible that this Court may not be able to ensure their attendance. Therefore, though somewhat reluctantly, I have come to the conclusion that the case will have to be tried in Canton, and I have spoken to the Assistant Judge who will preside at the trial and he tells me that he is prepared to leave on Friday, in which case I should like to know your views, but my intention is to direct the Consul to have all available jurymen—the whole list, which is only about fifteen—summoned for the trial on Thursday next, if that is a day which commends itself to Counsel.

The Crown Advocate said that he could start on Friday. The actual date of the trial would not be fixed until the Court arrived at Canton.

Reference was made to one Wei Han, and his Lordship replied, "I have got a communication, and I have reason to believe that there will be no difficulty; I cannot say more than that."

It was ultimately resolved that Counsel should confer with the Assistant Judge as to what day would be most convenient to leave Shanghai.

As a result of the conference with the Assistant Judge, it was resolved that the Court should leave on Friday by the M.M.S. *Oceanic*.—N. C. D. News.

TYPHOON WARNING.

The telegrams quoted below have been received at the American Consulate General from the Manila Observatory:—

October 10th, 6.30 p.m.:
October 10th, 5 p.m. Cyclone or typhoon S. of Western Carolines, direction unknown.

October 11th, 10.5 a.m.:
October 11th, 9 a.m. Cyclone or typhoon near or over the Western Carolines, direction unknown.

Two Chinamen were each given six months' hard labour and six hours' stocks in the Police Court this morning for returning from banishment.

Today's Advertisement.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON AND ANTWERP.

THE Steamship.

"MONMOUTHSHIRE,"
Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON £35.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents,
Hongkong, 11th October, 1900. [711]

THE TECHNICAL INSTITUTE.

PRIZE-GIVING THIS AFTERNOON.

The distribution of prizes to the successful students attending the Technical Institute took place at Queen's College this afternoon. The Hon. A. W. Brewin gave away the prizes. Owing to the lateness of the hour a report of the proceedings is unavoidably held over.

The prize list is as follows:—
Shorthand.—Grace Abbing (Preliminary), Ethel Long (Section I.), George Edgar Boon (Section II.).

Field Surveying.—Chan Chiu-ua (Section I.).

Machine-Drawing.—Cheung-lu (Section II.).

Fung Taz-ua (Section I.). See Leong-sow (Section I.).

Chemistry, Practical and Theoretical.—Ko Wo-tuck (Section II.). Young Wa (Section I.).

Mechanics.—Kwok Wa-fan (Section I.). Tse Ching-fong (Section II.).

Teachers' Class.—Kang On.

Mathematics.—Lam King-fan (Section II.).

Li Lun-kwai (Section I.).

Steam.—Lo Kam-chak (Section II.).

English.—Lo Tze-sun (Section I.), Silas Perry (Section II.).

Physics.—Ng Fung-cha (Section I.).

French.—Freda Schmetz (Section II.).

Pauline Xavier (Section I.).

Building Construction.—Tse Ching-fong (Section II.).

CHINESE GIRLS KIDNAPPED.

STRANGE STORY AT THE POLICE COURT.

The story of how three Chinese girls were kidnapped and handed over to the care of unscrupulous persons was told before Mr. J. R. Wood (Second Magistrate) in the Police Court this afternoon—which goes to show that the traffic in women has by no means been nipped in the bud—when two Chinese, one of whom was a woman, were placed in the dock on the serious charges of having kidnapped three girls and put them to illegal use. Mr. H. L. Dennis, Jr., (from the Crown Solicitor's office) prosecuted. The prisoners were undefended.

The facts of the case in brief are that on the 18th September last, one of the defendants noticed the girls from a place called 'Pik Kwong' and brought them over to Yau-ma-tei, where the unfortunate victims were 'handed over' to a woman who kept a brothel (the second defendant). The girls were subsequently taken to a family house and shortly afterwards the culprit's arrest was effected.

His Worship dealt with the case summarily and sentenced one of the defendants to six months' hard labour, and six hours' stocks in lieu of one day on the first charge and six months' hard labour on the second count. The case of the woman was adjourned for further consideration.

THE KOWLOON-CHAI ARMED ROBBERY.

PRISONERS COMMITTED FOR TRIAL.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning, the three men who have been arrested in connection with the armed robbery at Kowloon-chai, New Kowloon, on the 8th instant, again appeared on the serious charge. It will be recalled that on the day in question, the robbers, armed with iron bars, broke into a house occupied by a woman, and after threatening her, carried away goods and chattels worth about \$70. Later on the men were apprehended and arrested by the Police.

After further evidence had been called, the men were committed for trial.

FOOTBALL.

H. K. F. C. SIX A-SIDE COMPETITION.

The following is the result of the drawing in connection with the above, commencing each day at 5.15 p.m.:—

Messrs. Garrett (Capt.), Kew, Goldenberg, Lester, Young and Morrison. Reserve: Petley.

Messrs. Danby, (Capt.), Hickling, Chapman, Ironside, Shaw and Kennett. Reserve: Bevilston.

Messrs. Carroll (Capt.), Mead, Clark, Whitmarsh, Oliver and Knott. Reserve: Goldenberg.

Messrs. Weston (Capt.), Morley, Manning, Rickett, Davis and Hertslet. Reserve: Ferrier.

Messrs. Gregory (Capt.), Baylow, Kilby, Sayer, Hunter and Totton. Reserve: Blackburn.

General Reserve.—Messrs. Robertson, Taylor, Brett, Claxton and Hone.

FIXTURES.

Tuesday, 12th October, H. L. O. Garrett, v. F. G. Carroll, J. D. Danby, v. A. Gregory.

Thursday, 14th October, W. Weston, v. J. D. Danby, A. Gregory, v. F. G. Carroll.

Tuesday, 19th October, H. L. O. Garrett, v. W. Weston, J. D. Danby, v. F. G. Carroll.

Thursday, 21st October, A. Gregory, v. H. L. O. Garrett, F. G. Carroll, v. W. Weston.

Tuesday, 26th October, J. D. Danby, v. H. L. O. Garrett, W. Weston, v. A. Gregory.

Conditions:—15 minutes each way. Points:—3 points for a win, 1 point for a draw.

Today's Advertisements.

SPECIAL SALE OF WORK
in aid of the
ORPHANS AND THE HOME FOR THE
DESTITUTE.

THE Superiores and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT,
23, Caine Road.
Hongkong, 11th October, 1900. [712]

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, *Medoa* and *Matapan*, from Havre ex s.s. *Matapan* and from Bordeaux ex s.s. *Verchaine* and *Ville de Bordeaux*, in connection with above steamer are hereby informed that their Goods, with the exception of Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 11th Oct., at 10 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th October, they will not be recognised.

All damaged packages will be examined by MONDAY, the 18th October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 11th October, 1900. [710]

HARMSTON'S

GRAND CIRCUS

AND
ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—
TRAMWAY TERMINUS, KENNEDY TOWN.

GRAND SUCCESS OF OUR FIRST CHANGE OF PROGRAMME TO-NIGHT!

NEW ACTS. NEW ACTS.
Again To-night) at 9.15 sharp.
Again To-night)

Our all Star Company of
LONDON & CONTINENTAL ARTISTES.

30 IN NUMBER 30

NEXT MATINEE
WEDNESDAY, October 13th.

DOORS OPEN AT 3 O'CLOCK. PERFORMANCE AT 4 SHARP.
(Children Half-price at Matinees only).

Same Great Programme as in the Evening—Nothing curtailed.

For Full particulars read our Descriptive Hand Bills.
N.B.—Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 seats.

Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running before and after performance.

MADAME HARMSTON-LOVE, COL. BOB LOVE, Sole Manager.

Hongkong, 11th October, 1900. [686]

CLUB WHISKY

AGE, QUALITY
AND
MELLOWNESS.

Test for 15 years as an Ideal Scotch for this climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,
WINE MERCHANTS,
12, Queen's Road Central,
Telephone No. 123.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	From Quebec, "ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	From St. John, "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 27 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43

Via New York 45

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. GRADD, O.K. General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

11)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SANDAKAN	MAUSANG	TUESDAY, 12th Oct., 8 A.M.
SHANGHAI VIA SWATOW	BANGSANG	TUESDAY, 12th Oct., 4 P.M.
TIENSIN VIA TSINGTAU, WEI-HAIWEI & CHEFOO	CHEONGSHING	WEDNESDAY, 13th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 16th Oct., 2 P.M.
MANILA	YUENSANG	FRIDAY, 22nd Oct., 4 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Katsang*, *Namsang* and *Loongsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaochow, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 11th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"TEAN"	12th Oct., 3 P.M.
NEWCHOWANG	"NANCHANG"	12th " 4 P.M.
CHINKIANG	"KWEILIN"	12th " "
SHANGHAI	"CHINHUA"	14th " "
TIENSIN	"HUICHOW"	17th " Daylight.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

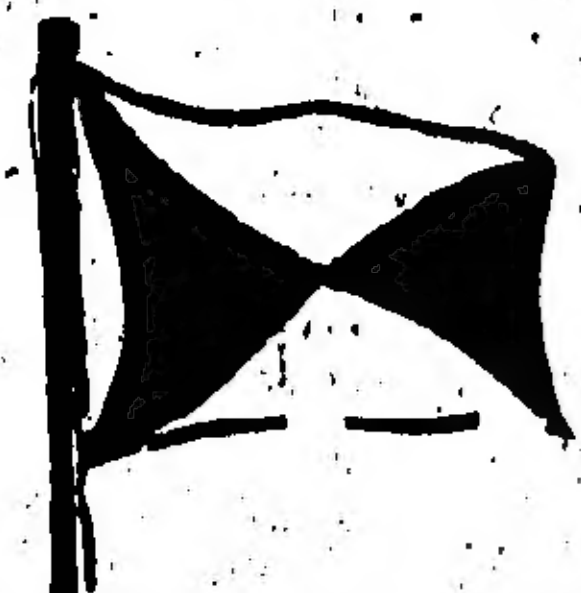
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chihnan*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 16.
Hongkong, 11th October, 1909.



HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1500	R. W. Almond	MANILA	SATURDAY, 16th Oct., at Noon.
LAZARO	1500	R. Rodger	"	SATURDAY, 23rd Oct., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Telephone No. 6th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. HONGKONG MARU6,000 tons gross.....	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU5,000 ".....	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU6,000 ".....	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.
Do	"SEATTLE MARU" Capt.	SATURDAY, 23rd Nov., at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	FRIDAY, 15th Oct., at 10 A.M.
TAMSUI, SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 17th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 11th October, 1909.



NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.	1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.	
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	HAKATA MARU, Capt. J. Drieng, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.	
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.	
SHANGHAI, MOJI AND KOBE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.	
YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.		
NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.		
SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 15th October.	
KOBE AND YOKOHAMA	SADO MARU, Capt. G. C. Hurry, Tons 6500	FRIDAY, 15th Oct., at 5 P.M.	
	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 22nd Oct., Noon.	
	NIKKO MARU Capt. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.	
BOMBAY, VIA SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	SUNDAY, 24th October.	

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaka Maru.....(Capt. T. MURAI).....About Wednesday, 20th October.

Kitano Maru.....(Capt. F. E. COPE).....About Wednesday, 17th November.

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 15th December.

Kamo Maru.....(Capt. F. L. SOMMER).....About Wednesday, 15th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd September, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL".....On or about 16th Oct.

FOR NEW YORK:

S.S. "GHAZEE".....About 13th Nov.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 8th October, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Ossano 4,657 F. W. Davies 21st Oct.

Kumari 6,231 J. Mathie 18th Nov.

Aymara 4,353 Boyd 16th Dec.

Subirio 6,231 S. Shotton 13th Jan.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & Co., LIMITED
General Agents.
Queen's Buildings
Hongkong, 23rd September, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 5th October, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY)

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY,"

Captain Privat.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. E. W. WALKER

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 2, Queen's Road West.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for NATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 7,911 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Mail Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Albatross*, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 4th October, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on TUESDAY, the 12th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 8th October, 1909.

NAVIGAZIONE GENERALE ITALIANA.
(Ritorno and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOBORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTA.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above on TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 7th October, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast.)

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 10th October, 1909.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th October, 1909.

Intimations.

Dentistry.

TEIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1909.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

at QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1909.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	18 15/16
Do demand	18 15/16
Do 4 months' sight	18 15/16
France-Bank T.T.	19 1/2
Do demand	19 1/2
Do 4 months' sight	19 1/2
Germany-Bank T.T.	19 1/2
Do demand	19 1/2
Do 4 months' sight	19 1/2
India-Bank T.T.	13 1/2
Do demand	13 1/2
Do 4 months' sight	13 1/2
Shanghai-Bank T.T.	7 1/2
Singapore-Bank T.T.	7 1/2
Japan-Bank T.T.	8 1/2
Java-Bank T.T.	10 1/2
Do demand	10 1/2
Do 4 months' sight	10 1/2
Do 6 months' sight	10 1/2
Do 9 months' sight	10 1/2
Do 12 months' sight	10 1/2
Do 15 months' sight	10 1/2
Do 18 months' sight	10 1/2
Do 21 months' sight	10 1/2
Do 24 months' sight	10 1/2
Do 27 months' sight	10 1/2
Do 30 months' sight	10 1/2
Do 33 months' sight	10 1/2
Do 36 months' sight	10 1/2
Do 39 months' sight	10 1/2
Do 42 months' sight	10 1/2
Do 45 months' sight	10 1/2
Do 48 months' sight	10 1/2
Do 51 months' sight	10 1/2
Do 54 months' sight	10 1/2
Do 57 months' sight	10 1/2
Do 60 months' sight	10 1/2
Do 63 months' sight	10 1/2
Do 66 months' sight	10 1/2
Do 69 months' sight	10 1/2
Do 72 months' sight	10 1/2
Do 75 months' sight	10 1/2
Do 78 months' sight	10 1/2
Do 81 months' sight	10 1/2
Do 84 months' sight	10 1/2
Do 87 months' sight	10 1/2
Do 90 months' sight	10 1/2
Do 93 months' sight	10 1/2
Do 96 months' sight	10 1/2
Do 99 months' sight	10 1/2
Do 102 months' sight	10 1/2
Do 105 months' sight	10 1/2
Do 108 months' sight	10 1/2
Do 111 months' sight	10 1/2
Do 114 months' sight	10 1/2
Do 117 months' sight	10 1/2
Do 120 months' sight	10 1/2
Do 123 months' sight	10 1/2
Do 126 months' sight	10 1/2
Do 129 months' sight	10 1/2
Do 132 months' sight	10 1/2
Do 135 months' sight	10 1/2
Do 138 months' sight	10 1/2
Do 141 months' sight	10 1/2
Do 144 months' sight	10 1/2
Do 147 months' sight	10 1/2
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Do 162 months' sight	10 1/2
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Do 168 months' sight	10 1/2
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Do 180 months' sight	10 1/2
Do 183 months' sight	10 1/2
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Do 222 months' sight	10 1/2
Do 225 months' sight	10 1/2
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Do 231 months' sight	10 1/2
Do 234 months' sight	10 1/2
Do 237 months' sight	10 1/2
Do 240 months' sight	10 1/2
Do 243 months' sight	10 1/2
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Do 255 months' sight	10 1/2
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Do 327 months' sight	10 1/2
Do 330 months' sight	10 1/2
Do 333 months' sight	10 1/2
Do 336 months' sight	10 1/2
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Do 342 months' sight	10 1/2
Do 345 months' sight	10 1/2
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Do 636 months' sight	10 1/2
Do 639 months' sight	10 1/2
Do 642 months' sight	10 1/2
Do 645 months' sight	10 1/2
Do 648 months' sight	10 1/2
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Do 666 months' sight	10 1/2
Do 669 months' sight	10 1/2
Do 672 months' sight	10 1/2
Do 675 months' sight	10 1/2
Do 678 months' sight	10 1/2
Do 681 months' sight	10 1/2
Do 684 months' sight	10 1/2
Do 687 months' sight	10 1/2
Do 690 months' sight	10 1/2
Do 693 months' sight	10 1/2
Do 696 months' sight	10 1/2
Do 699 months' sight	10 1/2
Do 702 months' sight	10 1/2
Do 705 months' sight	10 1/2
Do 708 months' sight	10 1/2
Do 711 months' sight	10 1/2
Do 714 months' sight	10 1/2
Do 717 months' sight	10 1/2
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Do 888 months' sight	10 1/2
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Do 897 months' sight	10 1/2
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Do 924 months' sight	10 1/2
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Do 930 months' sight	10 1/2
Do 933 months' sight	10 1/2
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Do 939 months' sight	10 1/2
Do 942 months' sight	10 1/2
Do 945 months' sight	10 1/2
Do 948 months' sight	10 1/2
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Do 963 months' sight	10 1/2
Do 966 months' sight	10 1/2
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Do 972 months' sight	10 1/2
Do 975 months' sight	10 1/2
Do 978 months' sight	10 1/2
Do 981 months' sight	10 1/2
Do 984 months' sight	10 1/2
Do 987 months' sight	10 1/2
Do 990 months' sight	10 1/2
Do 993 months' sight	10 1/2
Do 996 months' sight	10 1/2
Do 999 months' sight	10 1/2

SHIPPING AND MAILS

MAILS DUE

English (Dutch) 10th inst. 7 a.m.
 Indian (Landing) 10th inst.
 German (Prinze Alice) 10th inst.

The P. M. S. S. Co.'s s.s. *Korea* arrived at San Francisco on 9th inst.

The C. N. Co.'s s.s. *Chienan* left Shanghai on 10th inst. and is due here on 13th inst.

The I. C. S. N. Co.'s s.s. *Lansing* from Calcutta and the Straits left Singapore for this port on 9th inst.

The "Ben" Line s.s. *Bewon* from Leith, Middlesbrough and London, left Singapore on 9th inst. for this port.

The Imperial German Mail s.s. *Prinze Regent Luitpold*, which left here on 7th inst. at 6 a.m., arrived at Shanghai on 9th inst. at 10 p.m.

The Imperial German Mail s.s. *Prinze Albert*, which left here on 6th inst. at 2 p.m., arrived at Singapore on 10th inst. at noon.

The T. K. K. s.s. *Chio Maru* left from this port for Hongkong on 14th inst., between 4 and 6 p.m., and should arrive at this port on 16th inst. p.m.

The Imperial German Mail s.s. *Prinze Alice* carrying the German Mails with dates from Berlin of the 22nd ult., left Colombo on 9th inst. p.m., and may be expected here on 20th inst.

THE WEATHER

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 11th at 11:55 a.m.—The barometer had risen at the Indo-China stations, the depression having moved away westwards over N. Annam. The barometer has risen in Wladivostok, and fallen over Japan. The high pressure area has shifted Eastwards over the Pacific, and a shallow depression lies now over the Sea of Japan. Pressure is still inclined to give way over the Philippines.

Moderate N.E. winds may be expected in the Formosa Channel, and moderate E. winds over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds moderate; showery.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamcocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Liangchow, Br. s.s., 1,215, Harder, 9th Oct.

Wakamatsu 5th Oct. Coal—B. & S.

Fuku Maru, Jap. s.s., 1,200, M. K. K.

Oct. 4th Oct. Coal—M. B. K.

Tourane, Fr. s.s., 1,101, G. Bourge, 10th Oct.

Marselles 12th Sept. and Saigon 7th Oct. Mails and Gen.—M. M.

Eastern, Br. s.s., 3,500, W. G. McArthur, 10th Oct.

Kobe 5th Oct. Gen.—G. L. & Co.

Wuhu, Br. s.s., 1,217, J. Cogan, 10th Oct.

Ching-wang-tao 3rd Oct. Gen.—B. & S.

Haiyang, Br. s.s., 1,362, A. E. Hodgins, 10th Oct.

Singapore 9th Oct. Tea and Gen.—D. L. & Co.

Cathay, Dan. s.s., 2,649, Krause, 10th Oct.

Shanghai 6th Oct. Beans and Peas—M. & Co.

Chichan, Br. s.s., 1,350, J. Speed, 10th Oct.

Shanghai 4th Oct. Gen.—B. & S.

Nanshan, Br. s.s., 1,290, A. Jones, 10th Oct.

Amoy 9th Oct. Ballast—B. & Co.

Hunan, Br. s.s., 1,143, Benson, 10th Oct.

Kebu 7th Oct. Coal—B. & S.

Devawongse, Ger. s.s., 1,057, F. Rehwaldt, 10th Oct.

Bangkok via Hoilow, 2nd Oct. Rice—B. & S.

Meslo, Chi. s.s., 1,339, J. McArthur, 10th Oct.

Canton 9th Oct. Gen.—C. M. S. N. Co.

Oceanic, Fr. s.s., 2,536, H. Seller, 11th Oct.

Yokohama 2nd Oct. Mails and Gen.—M. M.

Nam Sang, Br. s.s., 2,591, P. M. B. Lake, 11th Oct.

Yokohama via Kobe and Moji 6th Oct. Gen.—J. M. & Co.

Longyang

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$50,000,000	\$1,000,819	Interim of 2 for account 1909 @ ex 1/91 = \$2.72	4 %	\$990 buyers London £91.10/
National Bank of China, Limited	99,925	£7	£6	£4,000 \$100,000	\$30,552	2s (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$322,757 \$411,000 \$125,000	none	\$14 for 1907	7 1/2 %	\$175 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 200,747 Tls. 118,377	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2,464,521	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000 \$100,000	\$7,7637	\$12 and bonus \$3 for 1907	7 1/2 %	\$232 1/2
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000 \$100,000	\$375,141	\$6 and bonus \$2 for 1907	7 %	\$114 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1,087,111	\$27 for 1907	8 %	\$370 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$264,618 \$90,000	\$2,025	\$1 for 1906	...	\$8 1/2 sellers
Donghai Steamship Company, Limited	30,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000	Nil	2 1/2 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000 \$100,000	\$27,170	Interim of \$12 for account 1909	7 1/2 %	\$32 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 £10,000 £10,000 £10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/91 1/16 = 53.154	...	\$60
do. do. (Deferred)	60,000	£5	£5	£10,000 £10,000 £10,000 £10,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	74 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£10,000 £10,000 £10,000 £10,000	£61,827	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$10,000 \$10,000	\$2,121	\$0.50 for year ending 31.12.08	3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$145 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,802	\$5 for 1897	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 330 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £175,000 £175,000 £175,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,871 £4,871 £4,871 £4,871	Dr. £2,192	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	\$10,102	None	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	\$345,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,161	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 76 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 138 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,125	\$15	\$15	\$750,000 \$750,000 \$750,000 \$750,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000 \$600,000	\$19,272	Interim of \$2.25 on old and 40 cents on new shares for account 1909	6 1/2 %	\$43 1/2 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000 \$5,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 %	\$104 1/2 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 122,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$43 sales
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 136 1/2
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.6.08 (8%)	...	Tls. 89
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Sey Choo Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 500,000 Tls. 500,000 Tls. 500,000 Tls. 500,000	Tls. 15,911	Tls. 50 for 1906	...	Tls. 460 sellers
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	8,504	12 1/2	12 1/2	\$1,063 \$1,063 \$1,063 \$1,063	£648	15 % per share for 1908	9 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000 \$720,000	£400	\$1.20 or 1908	...	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000 \$500,000	£100	50 cents for year ended 31.12.06	8 1/2 %	\$6 1/2
do. do. special shares	50,000	\$10	\$10	none	\$5,138	80 cents for 1908	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000	\$3,407	\$1.30 for year ending 31.7.08	7 1/2 %	\$17 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000 \$300,000	\$48	\$1.30 for year ending 31.7.08	10 %	\$8 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000 \$4,000,000	\$3,756	Interim of 35 cents for account 1909	8 %	\$12
M. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000 \$120,000	\$5,000	80 cents for year ending 31.12.08	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	\$1 and bonus 20 cts. for year ending 20.2.09	10 %	\$18 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000 \$125,000	\$7,616	Interim of \$2 for account 1909	8 1/2 %	\$33 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000 \$600,000	\$8,790	Interim of \$1 for account 1909	7 %	Tls. 840 buyers
Maatschappij tot Mijn. Bosch en Landbouw- planten in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 316,682	Third quarterly of Tls. 12 1/2 for account 1909	6 %	\$13 1/2 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000 \$250,000	\$2,304	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	3 1/2 %	\$9 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	none	Pa. 18,640	None	...	Tls. 107 1/2 sales
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	\$23 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 5,250	None	...	\$5 1/2
South China Morang Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	40 cents for year ending 31.5.08	7 %	\$10 1/2 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	none	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sellers
Union Waterboat Company, Limited	50,000	\$20	\$20	none	\$343	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000 \$40,000 \$40,000 \$40,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$4 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000 \$900,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4
William Powell, Limited	15,000	\$7	\$7	none	none	Interim of 12 1/2 % for account 1909	...	15 1/2
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	2 1/2 % for year ending 31.3.09	...	\$7 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$200,000 \$200,000 \$200,000	\$11,205	None	...	\$3 1/2 buyers
Castledale Rubber Estate, Limited	32,050	£1	£1	none	none	Final 9 % making 12 1/2 for 1909	...	\$5 1/2
Damansara (Selangor) Rubber Co., Limited	110,000	£1	£1	none	£1,120	None	...	\$5 1/2
Goldendale Rubber Co., Limited	80,000	£1	£1	none	none	15 % for year ending 31.12.08	...	\$7 1/2 buyers
Highland & Lowland Para. Rubber Co., (fully paid)	121,454	£1	£1	none	none	None	...	\$10 1/2 buyers
do. do. (contributory)	123,546	£1	£1	none	none	None	...	\$10 1/2 buyers
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	none	none	None	...	\$10 1/2 buyers
do. do. A Shares	101,000	£1	£1	none	none	None	...	\$10 1/2 buyers
do. do. B Shares	183,000	£1	£1	none	none	None	...	\$10 1/2 buyers
Kuala Lumpur Rubber Co., Limited	900,000	2/-	2/-	none	1,820	3 % for year ending 30.6.08	...	\$10 1/2 buyers
Linggi Plantations, Limited (ordinary)	100,000	£1	£1	none	none	Interim of 40 % - pd. for account 1909	...	\$10 1/2 buyers
do. do. (7% pref.)	100,000	£1	£1	none	none	7 % for year 1908	...	\$10 1/2 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	15 % for year ending 31.12.08	...	\$10 1/2 buyers
do. do. (8% pref.)	22,500	\$10	\$10	none	none	None	...	\$10 1/2 buyers
Ladbury Rubber Estates Limited	63,000	\$10	\$10	none	none	None	...	\$10 1/2 buyers
do. do. (contributory)	40,000	\$10	\$10	none	none	None	...	\$10 1/2 buyers
Sagga Rubber Company, Limited	20,000	\$10	\$10	none	none	Interim of 30 % for 1909	...	\$10 1/2 buyers
Sandcroft Rubber Company	1,000	\$10	\$10	none	none	3 % for 1908	...	\$10 1/2 buyers
Sekong Rubber Estate, Limited	80,000	£1	£1	none	£636	None	...	\$10 1/2 buyers
Shelford Rubber Estate, Limited	80,000	£1	£1	none	none	None	...	\$10 1/2 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	...	\$10 1/2 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	None	...	\$10 1/2 buyers
Sungei Kapar Rubber Company	110,000	£1	£1	none	£3,448	None	...	\$10 1/2 buyers

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